CLAIM AMENDMENTS

1. (Canceled)

2. (Currently amended) Lubricating oil supply system ~~according to Claim 1,~~ for connecting rod bearings of a crankshaft of a multi-cylinder internal-combustion engine, in which oil ducts extend from bearing journals to crank pins of the crankshaft, oil supply taking place by way of main bearings of the crankshaft,

wherein the oil ducts extend from one main bearing or bearing journal respectively to the crank pins or connecting rod bearings in each case adjoining on both sides,

wherein, in respective bearing journals of the crankshaft, for lubricating oil supply to the connecting rod bearings adjoining on the left and right, respectively, two oil bores respectively are provided which extend at an angle and, converging to a third oil bore, extend to two adjoining crank pins,

wherein the two oil bores interact with oil supply grooves provided in the main bearings for the lubricating oil supply, and

wherein the crankshaft is provided for a 6-cylinder opposed-cylinder engine, in which the two crank pins arranged adjacent to the bearing journals are arranged to be mutually offset by a crank angle of 180°.

3. (Currently amended) Lubricating oil supply system ~~according to Claim 1,~~ for connecting rod bearings of a crankshaft of a multi-cylinder internal-combustion engine, in which oil ducts extend from bearing journals to crank pins of the crankshaft, oil supply taking place by way of main bearings of the crankshaft,

wherein the oil ducts extend from one main bearing or bearing journal respectively to the crank pins or connecting rod bearings in each case adjoining on both sides,

wherein, in respective bearing journals of the crankshaft, for lubricating oil supply to the connecting rod bearings adjoining on the left and right, respectively, two oil bores respectively are provided which extend at an angle and, converging to a third oil bore, extend to two adjoining crank pins,

wherein the two oil bores interact with oil supply grooves provided in the main bearings for the lubricating oil supply, and

wherein in the main bearings, two partial oil supply grooves are provided which are arranged to deviate by 90° with respect to the gas force plane.

4. (Original) Lubricating oil supply system according to Claim 2, wherein the main bearings, two partial oil supply grooves are provided which are arranged to deviate by 90° with respect to the gas force plane.

5. (Currently amended) Lubricating oil supply system ~~according to Claim 1~~, for connecting rod bearings of a crankshaft of a multi-cylinder internal-

combustion engine, in which oil ducts extend from bearing journals to crank pins of the crankshaft, oil supply taking place by way of main bearings of the crankshaft,

wherein the oil ducts extend from one main bearing or bearing journal respectively to the crank pins or connecting rod bearings in each case adjoining on both sides,

wherein, in respective bearing journals of the crankshaft, for lubricating oil supply to the connecting rod bearings adjoining on the left and right, respectively, two oil bores respectively are provided which extend at an angle and, converging to a third oil bore, extend to two adjoining crank pins,

wherein the two oil bores interact with oil supply grooves provided in the main bearings for the lubricating oil supply, and

wherein the oil bores in the bearing journals of the crankshaft extend at an angle of approximately 90°, while the partial oil supply grooves extend along a range of a crank angle of approximately 100°.

6. (Original) Lubricating oil supply system according to Claim 2, wherein the oil bores in the bearing journals of the crankshaft extend at an angle of approximately 90°, while the partial oil supply grooves extend along a range of a crank angle of approximately 100°.

7. (Original) Lubricating oil supply system according to Claim 3, wherein the oil bores in the bearing journals of the crankshaft extend at an angle of

approximately 90°, while the partial oil supply grooves extend along a range of a crank angle of approximately 100°.

8. (Original) Lubricating oil supply system according to Claim 4, wherein the oil bores in the bearing journals of the crankshaft extend at an angle of approximately 90°, while the partial oil supply grooves extend along a range of a crank angle of approximately 100°.

9. (Canceled)

10. (Currently amended) A method ~~according to Claim 9,~~ of lubricating connecting rod bearings of a multi-cylinder internal combustion engine using a lubricating oil supply system for connecting rod bearings of a crankshaft of a multi-cylinder internal-combustion engine, in which oil ducts extend from bearing journals to crank pins of the crankshaft, oil supply taking place by way of main bearings of the crankshaft, wherein the oil ducts extend from one main bearing or bearing journal respectively to the crank pins or connecting rod bearings in each case adjoining on both sides, wherein, in respective bearing journals of the crankshaft, for lubricating oil supply to the connecting rod bearings adjoining on the left and right, respectively, two oil bores respectively are provided which extend at an angle and, converging to a third oil bore, extend to two adjoining crank pins, and wherein the two oil bores interact with oil

supply grooves provided in the main bearings for the lubricating oil supply, comprising:

supplying lubricating oil under pressure to said main bearings,

wherein the crankshaft is provided for a 6-cylinder opposed-cylinder engine, in which the two crank pins arranged adjacent to the bearing journals are arranged to be mutually offset by a crank angle of 180°.

11. (Currently amended) A method ~~according to Claim 9,~~ of lubricating connecting rod bearings of a multi-cylinder internal combustion engine using a lubricating oil supply system for connecting rod bearings of a crankshaft of a multi-cylinder internal-combustion engine, in which oil ducts extend from bearing journals to crank pins of the crankshaft, oil supply taking place by way of main bearings of the crankshaft, wherein the oil ducts extend from one main bearing or bearing journal respectively to the crank pins or connecting rod bearings in each case adjoining on both sides, wherein, in respective bearing journals of the crankshaft, for lubricating oil supply to the connecting rod bearings adjoining on the left and right, respectively, two oil bores respectively are provided which extend at an angle and, converging to a third oil bore, extend to two adjoining crank pins, and wherein the two oil bores interact with oil supply grooves provided in the main bearings for the lubricating oil supply, comprising:

supplying lubricating oil under pressure to said main bearings,

wherein in the main bearings, two partial oil supply grooves are provided which are arranged to deviate by 90° with respect to the gas force plane.

12. (Currently amended) A method ~~according to Claim 9,~~ of lubricating connecting rod bearings of a multi-cylinder internal combustion engine using a lubricating oil supply system for connecting rod bearings of a crankshaft of a multi-cylinder internal-combustion engine, in which oil ducts extend from bearing journals to crank pins of the crankshaft, oil supply taking place by way of main bearings of the crankshaft, wherein the oil ducts extend from one main bearing or bearing journal respectively to the crank pins or connecting rod bearings in each case adjoining on both sides, wherein, in respective bearing journals of the crankshaft, for lubricating oil supply to the connecting rod bearings adjoining on the left and right, respectively, two oil bores respectively are provided which extend at an angle and, converging to a third oil bore, extend to two adjoining crank pins, and wherein the two oil bores interact with oil supply grooves provided in the main bearings for the lubricating oil supply, comprising:

supplying lubricating oil under pressure to said main bearings,

wherein the oil bores in the bearing journals of the crankshaft extend at an angle of approximately 90°, while the partial oil supply grooves extend along a range of a crank angle of approximately 100°.